

WESTERN PARKWAY

Pros & Cons

No-Build Alternative

PRO

- No Impacts to residential or business properties
- No construction or right of way costs
- No direct impacts to natural environment
- No loss of farmland
- No impacts to historic resources
- No construction impacts

CON

- Loss of new alignment options due to development
- Will only be able to upgrade existing roads in the future
- Increases traffic and congestion on Plantation Road, Robinsonville Road, Cedar Grove Road and other local roads
- Decreases north-south/east-west mobility
- No dedicated pedestrian facilities
- Bicyclists not separated from traffic

Yellow Alternative

PRO

- Provides four additional north-south lanes (Orange adds two lanes)
- Provides new north-south corridor
- Reduces Traffic on Plantation Road
- Improves north-south/east-west mobility
- Direct interchange with Route 1 and Minos Conway Road
- Direct interchange with Route 9
- Meets highest design safety standard (controlled access roadway with medians)
- Improves bicycle/pedestrian facilities (multi-use trail)

CON

- Close to Jimtown community
- Higher number of residential relocations
- Direct impact to historic resource
- Impacts the most farm lands
- High construction costs

Orange Alternative

PRO

- Improves north-south mobility
- Lower construction costs than other build alternatives
- Fewest farm and natural resources impacts
- Direct connection to Five Points interchange
- Dedicated pedestrian facility

CON

- Only two north-south lanes added (Yellow or Green add four lanes)
- No additional north-south corridor
- Increases traffic on Plantation Road
- Acceptable, not desirable, level of safety (narrow lanes and no median)
- Impacts highest number of properties
- Bicyclists not separated from traffic
- Impacts historic resources
- Major utility relocations
- Highest number of residential noise impacts
- No interchange at Route 1 and Minos Conway Road

Green Alternative

PRO

- Provides four additional north-south lanes (Orange adds two lanes)
- Provides new north-south corridor
- Reduces traffic on Plantation Road
- Improved north-south/east-west mobility
- Direct interchange with Route 1 and Minos Conway Road
- Direct interchange with Route 9
- Meets highest design safety standard (controlled access roadway with medians)
- Improves bicycle/pedestrian facilities (multi-use trail)

CON

- Close to Jimtown community
- Higher number of residential relocations
- Impacts the most natural resources (forest, wetlands, streams)
- Direct impact to historic resource
- Impacts farm lands
- High construction costs